

**SOUTH COUNTY AREA TRANSPORTATION BOARD (SCATBd)**  
**January 15, 2008**

**MEETING SUMMARY**

Members

Mayor Suzette Cooke	Chair, City of Kent
Councilmember Sue Blazak	Vice Chair, City of Burien
Mayor Dave Hill	City of Algona
Mayor Pete Lewis	City of Auburn
Councilmember Lucy Krakowiak	City of Burien (Alternate)
Grant Fredricks	City of Des Moines (Alternate)
Councilmember Jeanne Burbidge	City of Federal Way
Councilmember Dow Constantine	King County Council
Doug Hodson	King County Executive (Alternate)
Don Vondran	City of Covington (Alternate)
Nick Afzali	City of Maple Valley (Alternate)
Councilmember Nicole Hagestad	City of Pacific
Councilmember Marcie Palmer	City of Renton
Dale Schroeder	City of SeaTac (Alternate)
Councilmember Dennis Robertson	City of Tukwila
Chris Picard	WSDOT

**I. December 18, 2007 Meeting Summary**

The December meeting summary was approved.

**II. Reports**

Following introductions, Councilmember Dennis Robertson introduced himself as the newly appointed member representing the City of Tukwila on SCATBd; he said that an official appointment letter from Tukwila to SCATBd will be sent. King County Councilmember Dow Constantine said because of past meeting conflicts he was not able to attend SCATBd meetings as much as he would have liked. He informed the Board of his new position as Chair of the King County Transportation Committee, and said that one of his top priorities is the South Park Bridge replacement project. Chair Cooke said that Board members should be cognizant of all high priority projects in the South County area. When asked about news about the Transportation Benefit District (TBD), Councilmember Constantine said that there was none at the moment but offered to keep the Board informed on TBD discussion on a regular basis.

Chair Cooke noted that the revised Transportation 101 report was available for SCATBd review and that any comments on the report were due before the next Board meeting.

### **III. State Transportation Revenue and Spending Summary**

Chris Picard passed out a chart that showed state revenue sources and how the funds were distributed. He talked about the gas tax in its pre-existing, nickel and partnership categories and of the various other fees and permits that make up other transportation revenue sources. Chris mentioned that the 2003 nickel gas tax had a sunset clause and that it would go away when those nickel projects were paid-off. He also mentioned that the revenue stream was bonded, that the pay as you go concept did not work with the funding of state projects. In the 2007 through 2009 budget, about \$2 billion of the state collected transportation revenues went to other agencies and local governments. About \$5.9 billion was retained by WSDOT to pay for its projects and programs. Chris noted that highway maintenance and Washington State Ferry maintenance and operations took a large portion of the \$1.3 billion operating budget. As expected, highway improvement projects account for the largest amount of the \$4.6 billion capital budget.

### **IV. Proposed SCATBd Legislative Priorities**

The Board reviewed the following three legislative position statements that had been proposed at the December meeting and further reviewed by a subcommittee which included Mayor Cooke, Mayor Lewis, and Councilmember Burbidge. Revisions suggested at January 15 meeting are reflected below:

- The 2008 Legislature needs to protect and maintain existing projects and funding within the 2003 Nickel Package and 2006 Transportation Partnership Act (TPA). The goal of developing a financing plan for the rebuild of the SR-520 Bridge is a worthy one, but revenues must not be generated at the expense of critical 2003 Nickel and 2005 TPA projects, including those in South King County on SR-509, SR-167, I-405, I-5, SR-518, etc.
- We urge the State to meet its responsibility for the state transportation system. While 2008 may not be a significant investment year, the State Legislature needs to focus on ways to invest in the state highway system projects and corridors to help address congestion, safety, capacity and mobility challenges in South County. Equally, we want to emphasize the continuing need for transit improvements—local transit, light rail, regional bus and commuter rail. All of these are needed for an integrated system that will serve the needs of our citizens.
- In light of the continued funding gap for projects on major state routes, the Legislature should seek ways to bolster funding for local and regional corridors and freight corridors that carry significant volumes and will be asked to handle additional traffic with the building congestion on state routes. New investment is needed for the Transportation Improvement Board (TIB), and for either the Freight Mobility Strategic Investment Board (FMSIB) or

any other freight project administrative arm identified in the Legislature's current Freight Financing Study.

**ACTION: SCATBd approved the above legislative position statements**

SCATBd members also discussed whether or not to include a position statement on tolling. Chair Cooke said that the legislative priorities subcommittee recommended that the Board not take position on tolling and governance pending further discussion and agreement by the Board. Chair Cooke recommended the Board not adopt a tolling statement at this meeting, and wanted additional information to be presented to the Board before adopting a tolling position statement. Because of the short legislative session some Board members felt that they needed to have a position statement soon in order to have some impact. Other Board members were concerned about what would happen to local arterials if freeways were tolled, and of the impacts of tolling on discretionary vs. nondiscretionary trips.

The Board reviewed the PSRC's draft transportation tolling recommendations to the 2008 legislature as a possible starting point for a tolling position statement. Some Board members wanted to send a message that if the state adopts tolling policies, there are specific issues SCATBd is concerned about. After this discussion, the Board agreed on the following modified version of the PSRC position statement on tolling:

- SCATBd supports a state policy which requires regional and local input into tolling decisions and coordination with transit agencies; and allows for tolling to support congestion relief. Mitigation to negatively impacted jurisdictions and transportation systems should be considered.

**ACTION: SCATBd approved the above position statement on tolling.**

The Board asked that the next month's agenda include briefings from the Tolling Policy Task Force, briefings on the out come from the state and county surveys on tolling, and a report on the PSRC's Traffic Choices Study.

The Board then discussed whether or not to adopt a position statement on governance, recognizing the subcommittee's recommendation to hold off on a governance position statement. Board members were reminded that the legislature was currently looking at a number of different governance models, and some expected that the governor would propose, and the state legislature would enact some governance legislature even though this is a short 60 day session. There were also questions about the MPO status on the PSRC if the new governance model absorbs that role of the PSRC. In addition, it was explained that Kitsap County would not be included under all the governance models that are being discussed. The Board discussion focused on the following three themes concerning governance:

1. If a new structure is adopted, it must maintain the momentum in delivering existing regional transportation projects identified in the 2003 nickel gas tax and 2005 Transportation Partnership Account packages,
2. There must be a balance in geographic representation and projects, (e.g., not focused on Seattle)
3. It must respect the responsibilities of local elected officials to implement their own local transportation responsibilities.

After much discussion, Board members determined that there was not strong enough support at this time for a position statement on governance changes, so they agreed not to make any statements at this meeting.

## **V. Sound Transit Update**

Greg Walker, the new head of the Office of Policy and Planning at Sound Transit, gave a brief update on Sound Transit, Phase 2. Mr. Walker reported that the Sound Transit Board will be deciding on whether to go back to the voters with a ST2 package in 2008 or 2010. He said the November 2007 vote sent a message that the voters wanted see results and benefits sooner than proposed in that ballot measure. This means that Sound Transit will be looking a 2020 planning horizon rather than 2027. However, the long range vision of ST2 still remains. Sound Transit will also rely on existing infrastructure and programs to deliver regional transit services, placing more emphasis, in the short term, on commuter rail and express bus service and less on light rail. The Sound Transit Board will be holding a work shop on January 31<sup>st</sup> to discuss the 2020 Plan. That workshop will look at the finance capacity needed to implement a 2020 ST2 plan, and review the needs assessment to update a 2020 plan.

Chair Cooke congratulated Greg on his new position said that his work experience made him well qualified to implement ST2.

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### Other Attendees:

Rick Perez, Federal Way	Tim LaPorte, Kent
Dennis Dowdy, Auburn	Marcelle Wellington, Kent Chamber of Commerce
Peter Hahn, City of Renton	Greg Walker, Sound Transit
Jim Morrow, Tukwila	David Hopkins, WSDOT
Eric Chipps, Sound Transit	Jim Seitz, Renton
Lisa Clausen, Burien	Chris Arkills, King County Council Staff
Andrew Schmidt, Sound Transit	Paul Takamine, KCDOT